

50X1-HUM

Page Denied

Next 1 Page(s) In Document Denied

Organizational Structure and Functions of the
AVIATION ENGINEERING SERVICE
of the Civil Air Fleet of the USSR

The Chief Engineer of GUGVF (Main Administration of the Civil Air Fleet), responsible directly to the Chief of GUGVF, heads the group responsible for the technical supervision of operation and repair of the aircraft of GVF (Civil Air Fleet), and is responsible for planning, development, and putting of new air equipment into operation.

The Chief Engineer of GUGVF personally supervises the following organizations:

- Directorate of Aviation Engineering Service;
- Directorate of Technical Repair;
- Technical Department;
- Department of Procurement and Introduction of Experimental and Standard Equipment.

The Chief Engineer of GUGVF has the following functions:

- technical supervision of operation of air equipment (airframes and engines) of the GVF;
- determination of amount and quality technical materiel required for technical and engineering maintenance and operation of GVF aircraft;
- development and introduction of technical schedules for utilization of aviation equipment which will assure its proper operation in subunits of the GVF, determination (by agreement with GKAT and OKB) of the useful loads and standard payloads of aircraft,

inter-overhaul and depreciation periods of airframes, engines, and other aviation equipment;

- determination and implementation of the most effective systems and methods of operation and repair of air equipment;

- the preparation of copy of directives, instructions, and handbooks on questions related to the aviation engineering service and the approval of such materials or their presentation to the Chief of GUGVF for approval;

- development of technical requirements for the construction of new types of aircraft and aviation engines and their presentation to the Chief of GUGVF for approval; development and approval of technical requirements for components, instruments, and equipment for GVF aircraft, as well as mechanized means of servicing of aircraft;

- preparation of projects and plans for future development of the aviation engineering service based on the overall plans of further development of the GVF (Civil Air Fleet);

- overall supervision of the technical operations of the GVF in introduction of new equipment, new technical improvements and inventions, mechanization and automation of production, introduction of the latest methods of servicing and repair of airframes and aviation engines, and direction of introduction of efficiency measures and new inventions;

- supervision of improvement of qualifications and acquisition of theoretical knowledge of engineering and technical personnel of the GVF subunits;

- placement of orders with industry for procurement of new aviation equipment, organization and supervision of taking delivery ("technical acceptance") of aviation equipment at industrial plants;
- planning of repair schedules for aircraft and approval of schedules of GVF subunits for submitting of aircraft to repair facilities of the GVF.

The Directorate of the Aviation Engineering Service (UIAS - Upravleniye iazhezerno-aviatsionnoy aluzhby) of GUGVF is headed by a Chief who is directly responsible to the Chief Engineer of GUGVF.

The Directorate of the Aviation Engineering Service of GUGVF contains the following departments:

- Department of Aircraft Operation,
- Department of Special Equipment Operation,
- Technical Organization Department.

The Directorate of the Aviation Engineering Service has the following functions:

- direction, organization, and control of the activities of the aviation engineering service of the Territorial Administrations, flying schools, and technical schools of GVF;
- preparation of and presentation for approval of projects, orders, and directives of GUGVF and directives of the Chief Engineer of GUGVF in the areas of technical operation, technical servicing, and maintenance of aviation equipment;
- preparation of regulations, handbooks, and technical manuals for servicing of aviation equipment;
- working out and introduction of effective systems and

methods of technical servicing and repair of aviation equipment.

- preparation of lists of equipment, tools, and instruments required for technical servicing and maintenance of aviation equipment, as well as preparation of inventories of stock of parts and units for new aviation equipment, available from industry;

- together with UMTBiZ (Directorate of Technical Supply and Procurement), working out of proposed schedules of consumption (i.e. wearing out, utilization) of spare parts and materials, required for technical servicing of the SMP (Airframe and Engine Stock);

- implementation of quality control of technical servicing and maintenance of aviation equipment;

- participation in investigation and study of causes of minor accidents due to failure of equipment (i.e. materiel), working and implementation of measures to prevent their recurrence;

- introduction of new aviation equipment;

- participation in working out technical requirements for new aviation equipment;

- organization of presentation of complaints to industry, and technical agreements (i.e. contracts) regarding complaints in respect to new aviation equipment.

- maintenance of inventory (including registration and write-off) of the stock of airframes and engines of the GVF (Civil Air Fleet);

- examination and adoption of proposed inventions and efficiency suggestions;

- organization and control of technical preparation and refresher training of the engineering and technical personnel;
- supervision of the work of LERM (Airline Maintenance and Repair Shops).

In territorial administrations, separate air groups, flying schools, air detachments, and airports, the aviation engineering service is under the direct supervision of (local) chief engineers. Depending on the type of aircraft used and the conditions, character, and scope of air operations one of the following methods of technical servicing of air equipment is adopted:

- technical servicing in Airline Maintenance and Repair Shops (LERM);
- technical servicing in Flying Schools, as well as by assignment of individual aircraft on operational airfields to permanent engineering and technical personnel.

Airline Maintenance and Repair Shops (LERM) are integral components of airports.

LERM perform technical servicing of aircraft based at the airport, and those in transit.

LERM have the following units:

- shop for technical servicing of aircraft;
- shop for technical servicing and repair of special equipment of aircraft;
- repair shop;
- shop for servicing of passenger facilities;
- technical control section;

- production scheduling section;
- technological design bureau or technical section;
- chief mechanics shop;
- measurement control laboratory;
- standardization research group;
- engineer-economist;
- bookkeeping (unit).

The technical personnel in (LERM) shops is organized into brigades.

Work in the area of servicing which is performed at specified periods is performed by narrowly specialized brigades: engine brigade, airframe brigade, landing gear brigade, etc.

Control of quality and completion of technical servicing in this area is performed by engineers of the technical control section.

In the area of operational servicing, control is performed by engineer in charge of the shift.

For servicing aircraft at the terminal, special apron-brigades are formed.

The shop for technical servicing and repair of special equipment of aircraft performs technical servicing and repair of radio equipment, electrical equipment, instruments, oxygen equipment, and fire control equipment.

The repair shop performs lathe-machine work, tin and copper work, welding, riveting, and other repair work on aircraft.

The shop for servicing of passenger facilities performs all of the work of cleaning the passenger compartment and takes care of

all passenger facilities for the purpose of assuring the comfort of passengers using air transportation.

OTK (Technical Control Section) is an independent section. OTK workers are independent of the administration of shops, and are subordinate only to the Chief of OTK.

OTK is responsible for quality control of the work performed by the LERM.

The Directorate of Technical Repair (RTU - Remontno - tekhnicheskoye upravleniye) is headed by a chief who is directly responsible to the Chief Engineer of GUGVF.

The Directorate of Technical Repair supervises the productive, technical, and economic activities of enterprises subordinated to it which are concerned with repair of aeroplanes, helicopters, aircraft engines, and other aviation equipment.

The Directorate (of Technical Repair) has the following functions:

- working out the programming of all aspects of repair of aviation equipment at repair establishments of the GVF (Civil Air Fleet), carrying out of operational control of implementation of the program, the keeping of books, and accountability in respect to the economic aspect of production of repair facilities of the GVF:

- the preparation of and presentation for confirmation by the Chief Engineer of GUGVF of a summary schedule for repair of airframes and engines in the repair facilities of the GVF, on the basis of which a master schedule for submission for repair of

aviation equipment is established which becomes obligatory for every subunit of the GVF;

- the working out of methods for repairing new equipment;
- the working out of technical conditions (terms) of repair of air equipment and their presentation to the Chief Engineer of GUGVF for approval;
- the approval of the technology of repair of air equipment;
- the issuance of technical instructions for repair and the organization of repair operations;
- carrying out of systematic quality control at the repair facilities of the GVF;
- introduction of new advanced equipment for use at the repair facilities.

The Technical Department of GUGVF is headed by a chief who is responsible directly to the Chief Engineer of GUGVF.

The Technical Department of GUGVF coordinates the work of introduction and design of new equipment, automatization, complex mechanization, advanced technological methods, and scientific research work in the GVF (Civil Air Fleet), and supervises the program of encouraging efficiency suggestions and inventions.

The (Technical) Department has the following functions:

- study of "the state of the art" directly related to the activities of the GVF (Civil Air Fleet);
- working out of measures for improving the organization of scientific research and experimental work;
- drawing up of plans (projects) for the creation (design)

and introduction of new equipment and technical methods, and responsibility for control of implementation of these plans (or projects);

- determination of areas (or problems) requiring (and/or justifying) scientific research work;

- drawing up of an overall plan of scientific research work for the GVF;

- drawing of conclusions concerning the results of the scientific research work performed by the GVF (Civil Air Fleet);

- organization of and participation in the inspection of the work of the scientific research institutes of the GVF;

- organization of examination of requests for import (of non-USSR equipment) by subunits of the GVF and deciding on feasibility of including such requests in a master list of import requirements;

- exercising control of utilization of imported equipment;

- supervision of the program of encouragement of efficiency suggestions and inventions;

- representation of commissions for acceptance of new aviation equipment;

- participation in the examination of requests for basic items of aviation equipment.

The Department of Procurement and Introduction of Experimental and Standard Equipment (OZiPOST - Otdel zakasov i priyeaki opytaoy i seriymoy tekhaiki) is subordinated to the Chief Engineer of GUGVF.

The function of this department (i.e. OZiPOST) is to see to it that various subdivisions of the GVF (Civil Air Fleet) are sup-

plied with serially (or mass) produced aircraft, helicopters, aircraft engines, with individual and sets of replacement parts, tools, and equipment for passengers.

The Department (OZiPOST) has the following functions:

- working out of proposals for the projected plan of deliveries of serially produced (i.e. standard) aviation equipment by industry;
- allocation of orders to industry and control of their implementation;
- control of implementation of delivery plan (i.e. schedule) and of the technical condition (i.e. state) of the serially produced aviation equipment being delivered;
- control of advance (i.e. timely) publication, by OKB (design bureaus) and industrial plants, of notifications (bulletins) for additional work and improvements on aviation equipment being supplied, as well as control of implementation of such additional work and re-work as may be required on equipment in production as well as that which is already in operation;
- seeing to it that flight, engineering, and technical personnel of the GVF receives the proper training and refresher training, at industrial plants, in the use of new types of serially produced air equipment;
- seeing to it that subdivisions of the GVF are supplied with technical literature, models (mock-ups) and visual aids;
- working out of technical conditions for delivery of serially produced aviation equipment;

- to make certain that orders are placed with industry for single units and sets of replacement parts, for tools, and for ground and passenger equipment of aircraft;

- participation in testing of air equipment, and control of elimination of defects (i.e. equipment failure) which show up in testing;

- participation in the work of mock-up commissions and examination of projects in drafting stage of experimental air equipment slated for delivery to the GVF (Civil Air Fleet);

- letting of contracts with industrial plants for delivery and repair of air equipment;

- handling of complaints on the part of subdivisions of the GVF in regard to delivery of aviation equipment.

Signed (Voytsekhovish)